

SUBMITTED BY: **Coffman Associates** ON THE DATE OF: **7/26/00**
FOR APPROVAL BY: **MESA-FALCON FIELD AIRPORT**
APPROVED BY: **Charles Mangum** Airport Project Supervisor

LEGEND		DESCRIPTION
EXISTING	ULTIMATE	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
*	*	AIRPORT ROTATING BEACON
---	---	AVIGATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DRAINAGE
---	---	FACILITY ABANDONMENT
---	---	FACILITY CONSTRUCTION
---	---	FENCING (See Sheet 9 of 9)
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SECTION CORNER
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS
---	---	UNDERPASS
---	---	WIND INDICATOR (Lighted)

- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the PROTECTION ZONES PLANS, Sheet 7 of 9.
 2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLANS, Sheets 3 and 4 of 9.
 3. Recommended land uses within the airport environs are depicted on the LAND USE/NOISE PLAN, Sheet 8 of 9.
 4. The clearances for the Ultimate Approach Surfaces for Runway 4R - 22L are illustrated on the PROTECTION ZONES PLAN Sheet 7 of 9 of these plans.
 5. Relocation of Thresholds and PAPI-2 - Runway 4R: The displaced threshold for Runway 4R after extension is determined by the type of instrument approach to the runway. If Runway 4R has an approach with a slope of 34:1, the threshold, and PAPI's should be moved as illustrated. If the slope is 20:1, then the threshold should be displaced 240 feet and the PAPI relocated to 940 feet from the actual runway end.
 6. Relocation of Thresholds and PAPI-2 - Runway 22L: The displaced threshold for Runway 22L after extension is determined by the type of instrument approach to the runway. If Runway 22L has an approach with a slope of 34:1, the threshold, and PAPI's should be moved as illustrated. If the slope is 20:1, then the threshold should be displaced 368 feet and the PAPI relocated to 1,138 feet from the actual runway end.
 7. LAND USE MAP, adopted by the City Council on May 6, 1996 (updated February 2000). Land Uses are generalized by location and use, and may incorporate other compatible zoning designations and uses.

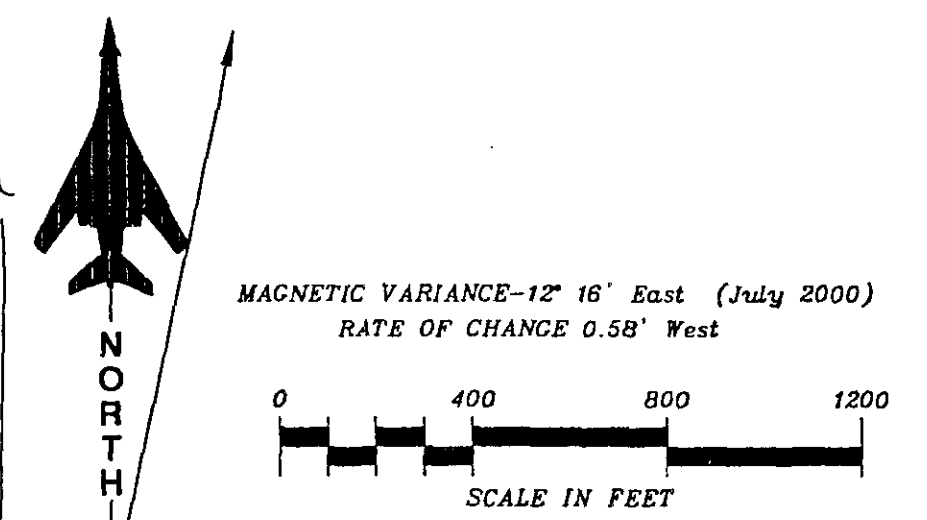
GENERAL INDUSTRIAL
LAND USE

ULTIMATE APPROACH RPZ
500' x 1000' x 700'
34:1 APPROACH
+1-MILE VISIBILITY MIN.
(PARTIALLY OWNED IN FEE -
PARTIAL AVIGATION EASEMENT)
(See Note #4)

BUILDINGS/FACILITIES		DESCRIPTION	ELEVATION
1	---	ADMINISTRATION/TERMINAL BUILDING	
2	---	AIR TRAFFIC CONTROL TOWER (ATCT)	FLOOR 1433'
3	---	AIRPORT RESCUE AND FIREFIGHTING (ARFF)/MESA FD.	
4	---	MESA POLICE DEPARTMENT	
5	(5)	FIXED BASE OPERATION HANGAR (Tenant)	
6	---	CONVENTIONAL HANGAR (Tenant)	
7	(7)	T-HANGAR	
8	---	CORPORATE HANGAR (Tenant)	
9	---	UNDERGROUND FUEL STORAGE TANKS	
10	---	FUEL FACILITY (UNDERGROUND TANKS)	
11	---	COVERED TIEDOWNS	
12	(12)	HELICOPTER PAVILION (PUBLIC)	
13	---	HELICOPTER PAVILION (PRIVATE)	
14	---	THUNDERBOLT EXECUTIVE PLAZA (OFFICE/HANGAR SPACE)	
15	---	WASH RACK	
16	(16)	AUTOMATIC SURFACE OBSERVATION SYSTEM (ASOS)	
17	---	MARICOPA COUNTY SHERIFF'S DEPARTMENT	
18	---	CITY OF MESA POLICE DEPARTMENT	
19	---	AIRPORT EQUIPMENT BUILDING	
20	---	RESTAURANT	

FAA APPROVAL STAMP

Approved conditionally August 28, 2000
Subject to comments contained in our letter dated 11/28/00
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region
By: [Signature] Supervisor, Standards Section



FALCON FIELD AIRPORT
AIRPORT LAYOUT PLAN
MESA, ARIZONA

PLANNED BY: James M. Harris, P.E.
DETAILED BY: Maggie Rogers/W.B. Hilland
APPROVED BY: James M. Harris, P.E.

July 21, 2000

Coffman Associates
Airport Consultants

REVISIONS		DATE	BY	APP'D
1	FAA - Revalidate ALP	7/22/93		
2	FAA - ALP Approval	9/11/95		

No. _____

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